

#### ASSOCIATION of GOVERNMENTS

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Riverside County: Jelf Stone, Riverside County
- Thomas Buckley, Lake Elstone - Boonie Thickinger, Moneno Valley + Bon Loveridge, Riverside - Goog Pettis, Catherical City - Ban Ridents, Emmessia

San Bernardino County: Gary Ovits, San Bernardino County - Lawrence Dale, Barsone -Paul Eaton, Montclar - Lee Ann Gards, Grand Terraco - Tim Jaspec, Town of Apple Valley - Larry McCallon, Highland - Debosih Robertson, Butto - Allaw Wagner, Oritatio

Ventura County: Judy Mikeli, Ventura County -Glen Beterra, Smi Valley - Carl Morehoose, Son Burntaventura - Toni Young, Purt Huerenne

Orange County Transportation Authority: Lou Corner, County of Orange

Riverside County Transportation Commission: Rober Love, Herret Ventura County Transportation

Commission; Krith Milhouse, Maropark

### MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

Thursday, January 4, 2007 10:00 a.m. – 11:45 a.m.

SCAG Offices 818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor Conference Room Riverside A Los Angeles, CA 90017 213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or <a href="mailto:salcido@scag.ca.gov">salcido@scag.ca.gov</a>

Agendas and Minutes for the Energy and Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

## **Energy and Environment Committee Membership**

January 2007

Dennis Washburn, Chair Calabasas Margaret Clark, Vice-Chair Rosemead

Members Representing

Bertone, Denis SGVCOG
Brennan, Brian VCOG

Campbell, Todd Burbank

Carrillo, Victor Imperial County
Carroll, Stan La Habra Heights
Cook, Debbie Huntington Beach

Eaton, Paul Montclair
Edkenrode, Norman Placentia
Forester, Larry Signal Hill
Gafin, David Downey
Hanks, Keith Azusa
Harrison, Jon Redlands

King, Dorothy Gateway Cities

Lilburn, Penny SANBAG

Marchand, Paul Cathedral City

Nelson, Larry Artesia
Olivas, David J SGVCOG
Van Arsdale, Lori Hemet

Young, Toni Port Hueneme
Zine, Dennis Los Angeles

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

PAGE #

TIME

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1.0 <u>CALL TO ORDER & PLEDGE OF</u> ALLEGIANCE Hon. Dennis Washburn, Chair

#### 2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

#### 3.0 REVIEW and PRIORITIZE AGENDA ITEMS

#### 4.0 CONSENT CALENDAR

#### 4.1 Approval Items

4.1.1 December 14, 2006 Minutes
Attachment

01

#### 4.2 Receive and File

4.2.1 <u>Landmark Village Draft Environmental</u> <u>Impact Report Attachment</u> 05



# ENERGY & ENVIRONMENT COMMITTEE

# AGENDA

5.0

			PAGE #	TIME
ACT	ION ITEMS			
5.1	Caltrans Riverside HOV Transportation Control Measure (TCM) Replacement Attachment	Jessica Kirchner SCAG Staff	07	15 Minutes
	Presentation on a Caltrans proposal to replace a full time HOV with a part time HOV on State Route 60 in Riverside County.			
	Recommended Action: Release the TCM replacement for public review and commen			
5.2	Regional Comprehensive Plan Open Space and Habitat Chapter Attachment	Jessica Kirchner SCAG Staff	29	20 Minutes
	Presentation on the preliminary outcomes and strategy for the Open Space and Habitat Chapter of the RCP.			
	Recommended Action: Release the preliminary outcomes for public review and input, and direct staff to perform technical refinements.			
5.3	2007 Regional Champion Nominations Attachment	Dennis Washburn Chair	, 34	5 Minutes
	Recommended Action: Nominate candidate as the EEC's 2007 Regional Cha	mpion.		

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## ENERGY & ENVIRONMENT COMMITTEE

# AGENDA

			PAGI	: #	TIME
6.0	INFO	RMATION ITEMS			
	6.1	AB32: California Global Warming Solutions Act of 2006 Attachment	Richard Varenchik CA Air Resources	36	15 Minutes
		Overview of California Air Resources Board's efforts to implement AB32.	Board		
	6.2	Local Government Sustainable Energy Coalition Attachment	Howard Choy County of L.A. Energy Mgmt. Div.	49	20 Minutes
		Discussion on efforts to organize local governments interested in state energy policy and local implementation of AB32.	energy wight. Div.		
	6.3	Bond Measure Implementation	Sylvia Patsaouras SCAG Staff		10 Minutes
		Staff will provide a brief update on the status of the state bond measure implementation effort—focusing on the Water Bond Funds.	SCAG Stall		
	6.4	2007 South Coast Air Quality Management Plan	Jonathan Nadler SCAG Staff		10 Minutes
		Status of the Draft 2007 South Coast Air Quality Management Plan (AQMP).			
7.0	WAT	ER POLICY TASK FORCE REPORT	Hon. Dennis Washburn Chair	,	
8.0	SOLI	D WASTE TASK FORCE REPORT	Hon. Toni Young, Chair		
9.0	CHAI	<u>R'S REPORT</u>	Hon. Dennis Washburn Chair	,	
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# ENERGY & ENVIRONMENT COMMITTEE

# AGENDA

PAGE #

TIME

10.0 STAFF REPORT

Sylvia Patsaouras, SCAG Staff

11.0 <u>FUTURE AGENDA ITEMS</u>

Any Committee members or staff desiring to place items on a future agenda may make such request.

12.0 ANNOUNCEMENTS

#### 13.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on February 1, 2007, at SCAG Offices in downtown Los Angeles.



### Energy and Environment Committee of the Southern California Association of Governments December 14, 2006

#### Minutes

# THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Margaret Clark, Vice-Chair. There was a quorum.

#### **Members Present**

Bertone, Denis SGVCOG

Carroll, Stan City of La Habra Heights

Clark, Margaret (Vice-Chair) City of Rosemead

Cook, Debbie City of Huntington Beach

Forester, Larry
Gafin, David
City of Signal Hill
City of Downey
Young, Toni
City of Port Hueneme

Zerunyan, Frank SBCCOB

#### **Members Not Present**

Brennan, Brian VCOG

Campbell, Todd City of Burbank
Carrillo, Victor City of Imperial
Eaton, Paul City of Montclair
Eckenrode, Norman City of Placentia
Hanks, Keith City of Azusa
Harrison, Jon City of Redlands
King, Dorothy Gateway Cities COG

Lilburn, Penny SANBAG

Marchand, Paul City of Cathedral City

Nelson, Larry

Olivas, David J.

Van Arsdale, Lori

Washburn, Dennis (Chair)

Zine, Dennis

City of Artesia

SGVCOG

City of Hemet

City of Calabasas

City of Los Angeles

Energy and Environment Committee – December 14, 2006 Page 2

#### 1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Margaret Clark, Vice-Chair, called the meeting to order at 10:00 a.m. and led the group in the Pledge of Allegiance.

#### 2.0 PUBLIC COMMENT PERIOD

None

#### 3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

#### 4.0 CONSENT CALENDAR

It was MOVED (Hon. Larry Forester), SECONDED (Hon. Toni Young), and UNANIMOUSLY APPROVED.

#### 4.1 Approval Item

- 4.1.1 Minutes of November 2, 2006
- 4.1.2 2007 State & Federal Legislative Program

#### 4.2 Receive and File

None

#### 5.0 ACTION ITEMS

#### 5.1 Regional Comprehensive Plan (RCP) Air Quality Chapter

Sheryll Del Rosario, SCAG Staff, provided a report on the Air Quality Chapter and provided a Powerpoint presentation.

It was MOVED (Hon. Toni Young), SECONDED (Hon. Debbie Cook), and UNANIMOUSLY APPROVED.

#### 5.2 Regional Comprehensive Plan (RCP) Water Chapter – Outcomes and Strategy

Dan Griset, SCAG Staff, presented a report on the Water Chapter.

It was MOVED (Hon. Toni Young), SECONDED (Denis Bertone), and UNANIMOUSLY APPROVED.

#### 6.0 <u>INFORMATION ITEMS</u>

#### 6.1 2007 RTP/RCP Program Environmental Impact Report (PEIR) Approach

Jacob Lieb, SCAG Staff, presented a report on the proposed structure for PEIR alternatives.

#### 6.2 California Global Warming Solutions Act of 2006

Jonathan Nadler, SCAG Staff, provided an update on the recently enacted AB32 and provided a Powerpoint presentation.

#### 6.3 North Baja Pipeline Expansion Project Update

Jennifer Sarnecki, SCAG Staff, summarized the Intergovernmental Review comments on the Draft EIR.

# 6.4 Addendum to the Final Programmatic Environmental Impact Report for the 2004 Regional Transportation Plan

Jennifer Sarnecki, SCAG Staff, presented information on the Addendum prepared to bring the 2004 RTP into compliance with the planning requirements of the SAFETEA-LU.

#### 6.5 2007 Regional Champion Awards

Margaret Clark, Chair, asked the Committee to begin considering persons to nominate for the award.

#### 6.6 Infrastructure Bonds: Implementation and Impacts

Don Rhodes, SCAG Staff, provided a summary of the infrastructure bonds passed in the November election.

#### 7.0 WATER POLICY TASK FORCE REPORT

The next meeting of the Water Policy Task Force is scheduled for December 21, 2006.

#### 8.0 SOLID WASTE TASK FORCE REPORT

The next Solid Waste Task Force meeting is scheduled for January 21, 2007, 10:00 a.m. at the SCAG Office.

Energy and Environment Committee – December 14, 2006 Page 4

#### 9.0 CHAIR'S REPORT

None

#### 10.0 STAFF REPORT

None

#### 11.0 <u>FUTURE AGENDA ITEMS</u>

- Basin Plan

#### 12.0 ANNOUNCEMENTS

Frank Zerunyan, representing SBCCOG, announced his resignation from the EEC due to his appointment by the Governor to the State Medical Board.

#### 13.0 ADJOURNMENT

There being no further business, Margaret Clark, Vice-Chair, adjourned the meeting at 11:12 a.m.

Action Minutes Approved

by:

Wilvia Patsaouras, Staff Energy and Environment

## MEMO

DATE:

January 4, 2007

TQ:

**Energy and Environment Committee** 

FROM:

Jill Egerman, Assistant Regional Planner (213) 236-1919, egerman@scag.ca.gov

SUBJECT:

Landmark Village Draft Environmental Impact Report

#### BACKGROUND:

A Draft Environmental Impact Report (DEIR) for the Landmark Village Project was submitted to SCAG for comment. The Landmark Village Project is a part of the Newhall Ranch Specific Plan.

As the clearinghouse for regionally significant projects pursuant to Executive Order 12372, SCAG reviews local plans, projects, and programs for consistency with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization described in state and federal laws and regulations. SCAG staff reviews environmental documents for consistency with the Regional Comprehensive Plan and Guide, the 2004 Regional Transportation Plan, and SCAG's Compass Growth Vision. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125[d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

The Landmark Village Project consists of 418 lots to include a maximum of 1,444 residential units, a maximum of 1,353,000 square feet of non-residential mixed-use space, an elementary school, a community park, three private recreational facilities, open space and river trail uses. The site is currently used for agricultural purposes. Southern willow and riparian habitat extend to the central portion of the site. Three oak trees exist on site. Chiquita Canyon Landfill is located to the north of the project site. Several active and abandoned oil wells are located within the tract boundary. Some off-site infrastructure improvements will interfere with habitat for the endangered stickleback.

Staff is reviewing the project and will send a letter to the lead agency noting whether the project is consistent with applicable SCAG policies. If there is a lack of adequate information to determine whether the project is consistent with a particular policy, staff will request that the lead agency explain the consistency of the project with that policy. If there are inconsistencies, staff will request that the lead agency give a rationalization for the inconsistencies. Staff will summarize the IGR analysis at the time of the presentation. Comments on this DEIR are due on January 22, 2007.

#### FISCAL IMPACT:

The review of the Landmark Village Project is covered under the Environmental Planning Staff work element 07-020.SCGS1.



# M E M O

Reviewed by:

Division Manager

Reviewed by:

Dengriment Director

Reviewed by:

Chief Financial Officer

## REPORT

DATE:

January 4, 2007

TO:

**Energy and Environment Committee** 

FROM:

Jessica Kirchner, Associate Regional Planner, (213) 236-1983,

kirchner@scag.ca.gov

SUBJECT:

Caltrans Transportation Control Measure Replacement

**EXECUTIVE DIRECTOR'S APPROVAL:** 

#### RECOMMENDED ACTION:

Release the Caltrans Transportation Control Measure (TCM) Substitution report for public review and comment.

#### BACKGROUND:

Caltrans is proposing to replace an existing Transportation Control Measure (TCM) with a new project. The existing project is an eight mile segment of the State Route 60 (SR-60) from the I-215 interchange to Redlands Boulevard. In both directions, this segment of the SR-60 would remain a full time HOV lane between the hours of 6 a.m. and 10 a.m. and 3 p.m. to 7 p.m., but would allow access by single occupancy vehicles during the remaining hours of the day. The purpose of the new project is to relieve congestion, increase travel speeds and improve overall safety by lowering off-peak traffic densities on the mixed flow lanes.

#### FISCAL IMPACT:

The work performed for the TCM replacement is included in the current SCAG Overall Work Program (07-025.SCGS1).

Attachments:

SCAG Transportation Control Measure Report

Reviewed

by:

Division Manager

Reviewed

by:

Department Director

Reviewed

by:

Chief Financial Officer

# DRAFT CALTRANS TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION REPORT

January 4, 2007

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

### CALTANS TRANSPORTATION CONTROL MEASURE SUBSTITUTION

#### **CONTENTS**

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Project Description	1
Emissions Analysis	4
Public Review	4
Attachment A – Caltrans Request for TCM Substitution	5
Attachment B _ Caltrans TCM Replacement Report	7

#### INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments over the next 25 years. The RTIP is a short-range program that implements the long-range plan by identifying federal, state, and local funding sources and amounts for specific transportation projects and project phases.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2), and the current operating 2006 RTIP on July 27, 2006 (resolution #06-477-2). Both the RTP and RTIP were developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of transportation and related stakeholders, as required under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

The California Department of Transportation (Caltrans) has requested that SCAG amend the 2006 RTIP to replace an existing full time High Occupancy Vehicle (HOV) lane with a part time HOV lane (see Attachments A, B). The operational change would last for a period of three years after which time the HOV would revert back to full time.

The purpose of this document is to identify the specific details of the proposed TCM substitution and associated amendment to the 2006 RTIP and to ensure that the proposed changes are consistent with federal and state requirements, including the Clean Air Act (CAA) section 176(c) as revised by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). All analyses for both the 2004 RTP and 2006 RTIP are incorporated into this document.

#### PROJECT DESCRIPTION

Caltrans is proposing to convert an existing full time HOV lane to a part time lane in both directions on an eight mile segment of the SR-60. The proposed segment would begin just east of the SR-60 and Interstate 215 junction and would continue to Redlands Boulevard. The conversion would last for a period of three years at which time it will revert back to a full time HOV lane. As proposed, the HOV lane would be HOV only from 6 AM through 10 AM and from 3 PM through 7 PM and would be open to single occupant vehicles the remaining hours of the day. Signage will be installed to inform motorists of the new hours of operation. No additional changes (striping, ingress/egress, etc.) are proposed.

#### Timely Implementation of TCMs

Replacement of the full time SR-60 HOV lane TCM with the part time SR-60 HOV lane TCM must follow the substitution process specified in the CAA section 176(c) as amended by SAFETEA-LU. The CAA as amended requires that the replacement TCM meet the following criteria:



176(c)(8)(A)(i)	The substitute measure achieves equivalent or greater emissions reductions than the control measure to be replaced;
176(c)(8)(A)(ii)	The substitute control measures are implemented in accordance with a schedule that is consistent with the schedule provided for the control measures in the implementation plan;
176(c)(8)(A)(iii)	The substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under state or local law to implement, monitor, and enforce the control measure;
176(c)(8)(A)(iv)(I)	The substitute and additional control measures were developed through a collaborative process that included participation by representatives of all affected jurisdictions (including local air pollution control agencies, the state air pollution control agency and state and local transportation agencies);
176(c)(8)(A)(iv)(II)	The substitute and additional control measures were developed through a collaborative process that included consultation with the Administrator;
176(c)(8)(A)(iv)(III)	The substitute and additional control measures were developed through a collaborative process that included reasonable public notice and opportunity for comments; and
176(c)(8)(A)(v)	The metropolitan planning organization, state air pollution control agency and the Administrator concur with the equivalency of the substitute or additional control measure.

TCMs are contained in Appendix IV-C of the Air Quality Management Plan/State Implementation Plan (AQMP/SIP). The TCM substitution process followed by SCAG is also spelled out in this appendix to the 1994, 1997 and 2003 AQMPs. The AQMP specifies procedures for replacing individual projects such as the HOV full time to part time replacement. This process includes:

- The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed.
- SCAG, CTC or project sponsor can propose a substitute measure.
- Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (i.e., the Transportation Conformity Working Group), public review and comment period and emissions analysis.
- The replacement measure must be subject to the SCAG Regional Council review and adoption.
- Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.
- Adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measure.

Interagency Consultation. Interagency consultation occurred at SCAG's publicly noticed Transportation Conformity Working Group meeting on November 28, 2006.

Equivalent Emissions Reduction. As demonstrated, the proposed TCM replacement provides emissions equivalent to those of the original TCM when rounded to the nearest pound.

Similar Geographic Area. Both projects are located within Riverside County and would serve Riverside County and the surrounding areas.

Full Funding. The proposed project will be funded with \$35,000 in Minor State Cash.

Similar Time Frame. The proposed project is anticipated to be operational in mid 2007 and will remain in use for a period of three years.

Timely Implementation. The replacement project will be monitored through TCM Timely Implementation Reports that SCAG submits to the federal agencies (FHWA).

Legal Authority. Caltrans will have full legal authority to implement and operate the replacement project.

SCAG Review and Adoption. After Committee approval, the replacement TCM will be presented to SCAG's Regional Council for adoption

**Finding:** SCAG has followed the federally approved process for TCM substitution as described in this document. Substitution of this project does not change funding and timely implementation of any TCM projects not described in this document. With EPA concurrence, all South Coast Air Basin TCM projects in the federally approved conforming 2004 RTP and 2006 RTIP are given funding priority and are on schedule for implementation.

#### Fiscal Constraint Analysis

**Finding:** All projects listed in the 2004 RTP and 2006 RTIP are financially constrained for all fiscal years.

#### Interagency Consultation and Public Involvement Analysis

Finding: SCAG has consulted with the respective transportation and air quality planning agencies. The proposed substitution of the SR-60 HOV lane replacement was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on November 28, 2006. In addition, the proposed substitution will undergo the required consultation and public participation process. A 30 day public comment period announcement will be posted on SCAG's website in early January. Comments received will be incorporated in the final documentation.

#### **EMISSIONS ANALYSIS**

The SR-60 HOV lane TCM and the proposed SR-60 part time TCM replacement project are compared by difference in emissions. The emissions factors for vehicle type are based on EMFAC2002. Emissions estimations are for the year 2007. Additional technical information is included in Attachment B.

VMT/Emissions Reductions (pounds per year)

_			11		<i>'</i>		
		VMT	ROG	СО	NOx	PM10	PM2.5
Original Project	Full time HOV lane	367,762	261.3	2583.83	487.32	21.11	14.51
Replacement Project	Part time HOV lane	367,761	261.31	2,584.02	487.36	21.11	14.52

Based on SCAG's analysis, the proposed part time HOV lane would provide equivalent emissions to the full time HOV lane.

**Finding:** The proposed part time HOV lane would provide equivalent emissions to the full time HOV lane when rounded to the nearest pound.

#### PUBLIC REVIEW AND COMMENT

The TCM substitution process as described in SAFETEA-LU requires public notice and opportunity for comment. A Notice of Availability will be posted on the SCAG website (<a href="www.scag.ca.gov">www.scag.ca.gov</a>) on January 5, 2007. Any comments received during the comment period will be reflected in the final report submitted to the federal agencies.

### ATTACHMENT A

CALTRANS REQUEST FOR TCM SUBSTITUTION

#### DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL ENGINEERING Tony Louka, Office Chief, Environmental Engineering 464 West 4<sup>th</sup> Street, 8<sup>th</sup> Floor (M.S. 824) San Bernardino, CA 92401-1400 PHONE (909) 383-6385 FAX (909) 383-6494 TTY (909) 383-6300



Flex your power!
Be energy efficient!

December 7, 2006

Mr. Hasan Ikhrata SCAG 818 West Seventh St., 12<sup>th</sup> Fl. Planning & Policy Los Angeles, CA 90017-3435

Subject: Caltrans Part-time HOV TCM Substitution on Route 60 in the City of

Moreno Valley

Dear Mr. Ikhrata:

Caltrans is submitting a TCM Project substitution request for the existing full-time HOV lane on Route 60 in the City of Moreno Valley.

The purpose of the project is to get better utilization of the HOV lanes during off-peak periods. The existing configuration of two mixed flow lanes plus one HOV does not operate as efferent as possible. Off-peak Single Occupancy Vehicles (SOVs) are forced to use the capacity in the two available mixed flow lanes, which increases the vehicle density of these lanes. The HOV lane is left underutilized.

As a suitable substitute, we are submitting a part-time HOV to operate from 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM. Allowing SOVs to use the HOV lane during off-peak hours will reduce the density of the facility, and provide larger headways in the right lane. This will allow for smoother merges at interchanges, which will increase the overall speed of vehicles on this segment. It will also leave the HOV lane available for use during land restrictions such as accidents.

Presently, the part-time HOV is not programmed in the RTIP, however we have placed an amendment to include it in RTIP.

If you have any questions, please call me at (909) 383-6385. Thank you.

Sincerely,

Tony Louka,

Chief, Office of

Environmental Engineering

"Caltrans improves mobility across California"

Mr. Hasan Ikhrata December 7, 2006 Page 2

cc: Jessica Kirchner (SCAG)
Jonathan Nadler (SCAG)
Sylvia Patsaouras (SCAG)
Mike Perovich (Caltrans)
Ernie Figueroa (Caltrans)
Tom Ainsworth (Caltrans)
Jamal Elsaleh (Caltrans)
Syed Raza (Caltrans)

### ATTACHMENT B

#### CALTRANS TCM REPLACEMENT REPORT

Riverside County Transportation Control Measure Replacement
---

Presented to

Southern California Association of Governments

Submitted by

Caltrans District 8 464 West Street San Bernardino, Ca. 92401-1400

November 16, 2006

#### Riverside County Transportation Control Measure Replacement

#### I Introduction

Caltrans plans to replace an existing Transportation Control Measure (TCM) with a new TCM project that provides equivalent or greater emissions reductions, while meeting all TCM substitution requirements specified in The Clean Air Act's section 176(c) transportation conformity provisions, including procedures to use in substituting or adding TCMs to approved SIPs.

The replacement will be discussed in this technical report:

**SR-60 HOV.** On an eight-mile segment of State Route 60 (SR 60) East of Junction for SR 60/I-215 to Redlands Blvd., convert the existing full-time (24 hrs) High Occupancy Vehicle (HOV) lane to a part-time HOV lane in both directions.

The following report presents the criteria for TCM replacement that apply to the SR-60 HOV lane TCM. Further the report includes a description of the TCM project to be replaced, the need for replacement, the implication of the replacement on the Regional Transportation Improvement Program (RTIP), and a description of the proposed replacement project. The technical analysis for the replacement presents emissions data for the original and replacement TCM.

#### II TCM Replacement Procedures and Requirements

Replacement of SR-60 HOV lane with a new TCM must follow the substitution protocol specified in the Clean Air Act's section 176(c).

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, signed into law on August 10, 2005, revised the Clean Air Act's section 176(c) transportation conformity provisions, including procedures to use in substituting or adding TCMs to approved SIPs. The Clean Air Act as amended requires that the replacement TCM have the following:

•	176(c)(8)(A)(i)	The substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced;
•	176(c)(8)(A)(ii)	The substitute control measures are implemented in accordance with a schedule that is consistent with the schedule provided for the control measures in the implementation plan;
•	176(c)(8)(A)(iii)	the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
•	176(c)(8)(A)(iv)(I)	The substitute and additional control measures were developed through a collaborative process that included participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);
•	176(c)(8)(A)(iv)(II)	The substitute and additional control measures were developed through a collaborative process that included consultation with the Administrator;
•	176(c)(8)(A)(iv)(III)	The substitute and additional control measures were developed through a collaborative process that included reasonable public notice and opportunity for comments; and
•	176(c)(8)(A)(v)	The metropolitan planning organization, State air pollution control agency, and the Administrator concur with the

measures.

equivalency of the substitute or additional control

The AQMP specifies procedures for replacing individual projects such as the SR-60 HOV lane:

- The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed.
- SCAG, CTC or project sponsor can propose a substitute measure.
- Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (via the Transportation Conformity Working Group), public review and comment period and emissions analysis.
- The replacement measure must be subject to the SCAG Regional Council review and adoption.
- Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.
- Adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measures.

Section III of this report includes a summary of the SR-60 HOV lane replacement TCM fit with each of the requirements established by the AQMP.

#### III SR-60 HOV Lanc TCM Replacement

**SR-60 HOV Lane Description.** The proposed project is a TCM replacement project and is substituting, an already built TCM, the existing full-time HOV lane. The existing project is an approved TCM in the SIP, which opened to traffic in March 2004 as a full-time HOV operation.

Need for SR-60 HOV Lane Project Replacement. The 2006 traffic study prepared by Caltrans indicates that the full-time HOV lane is under-utilized during the off-peak hours by 40% to 50%. The purpose of converting the existing full-time HOV lane to part-time HOV lane is to relieve the congestion, increase the travel speed, and improve overall safety by lowering the traffic densities during off-peak hours on the mixed flow lanes.

Implication of SR-60 HOV Lane Project Replacement for 2006 RTIP. The SR60 HOV lane project was included in the 2002 RTIP as follows:

RCTC 46360

In Riverside and Moreno Valley On R60 from RT 215 to Redlands Blvd, Add 2 HOV lanes.

At the conclusion of the interagency consultation process, Caltrans will request that SCAG amend the 2006 RTIP to designate the part-time HOV project as a TCM.

The replacement project will also subsequently be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA to demonstrate that the projects are being implemented on time in fulfillment of the AQMP TCM requirements.

#### Recommended SR-60 HOV Lane Replacement Project

Caltrans proposes to convert the existing full-time HOV lane to a part-time HOV lane in both directions on an eight-mile segment of SR-60, East of junction of SR-60/I-215 (R12.2) to Redlands Boulevard (PM 20.4). The conversion will be for a period of three years at which time it will revert back to a full-time HOV lane. The hours of HOV operation will be from 6 A.M. to 10 A.M. and 3 P.M. to 7 P.M. in both directions of SR-60. The HOV lane will be open to use by single occupant vehicles (SOV) for the remaining hours of the day. A striped buffer between the HOV lane and the mixed-flow lanes will remain unchanged, and no striping modifications are proposed. The SOVs will be able to enter/exit the HOV lanes only at the existing designated ingress and egress locations. New signs will be installed informing motorists about the hours of HOV operation. An aggressive public awareness campaign will be launched to spread the word about the proposed change in operation. Refer to figures 1 and 2 for the project vicinity and location map.

#### Technical Analysis

This technical analysis documents the evidence that the SR-60 HOV lane project replacement TCM meets the substitution criteria spelled out in the Clean Air Act's section 176(c): equivalent emissions, similar geographic service area, similar implementation schedule, and demonstrated financial commitment to complete the project on time. The modeling procedure identified below was used for the SR-60 HOV lane replacement modeling.

Methodology for Analyzing Original Project and Replacement. The SR-60 HOV lane TCM and the proposed SR-60 part-time TCM Replacement project are compared in terms of difference in emissions. The emission factors for vehicle type is based on EMFAC2002, Version V2.2 and the emissions estimation are for the year 2007.

Emission Analysis. Based on the results of the modeling described above, Table 1 compares the existing HOV Operation and the proposed replacement TCM project emission profiles for year 2007. The SCAG's findings after model runs are as follows: "Results from the base model run (with existing HOV) and the alternative model run (with HOV conversion) were compared and analyzed. Overall the HOV conversion had very little effect on corridor level traffic volumes. There are some diversions of SOVs to the converted HOV lane, but the overall freeway volume showed little change. Also, there are no significant changes in the freeway or HOV speeds between the base and alternative model run. Regional emissions showed insignificant differences between the base and alternative scenarios."

Geographic Area/Service Area/Accessibility. The replacement project in the City of Moreno Valley serves and provides accessibility in the same corridor as the original TCM

**Implementation Schedule.** The replacement project will be added to the RTIP through a formal amendment to be approved by SCAG's Regional Council.

Financial Commitment. The \$35,000 replacement project will be funded with Minor State Cash.

TABLE 1: 2007 Air Quality Emissions Comparison of Existing HOV and Part-time HOV

Replacement TCM on SR-60 in Moreno Valley

(VMT in 1000s, emissions in tons/day)

Existing HOV Operation:	**VMT	***ROG	co	NOx	PM10	SOx	Direct PM2.5 (Annual)
LDV+MDV	342,781	228.17	2,331.38	205.26	15.14	1.86	9.6
HDT	22,043	28.93	194.45	256.1	5.42	0.36	4.46
Others*	2,938	4.2	58	25.96		0.04	0.45
		_	2,583.83				14.51
Part-time HOV Replacement:		<u>•                                      </u>	<b>.</b>				·
LDV+MDV	342.781	228.18	2,331.59	205,27	15,14	1.86	9.61
HDT	22,042	28.93		256.14			4.46
Others*	2,938	4.2	58	25.96			0.45
Sum			2,584.06				14.52

Note:

<sup>\*</sup>Others – include Line Haul vehicles, motor homes, school buses, and urban buses.

<sup>\*\*</sup>VMT X 1000

<sup>\*\*\*</sup>Pollutants in tons – South Coast Air Basin. Emissions factors applied in the modeling were based on EMFAC2002, LDV (light duty vehicle); MDV (medium duty vehicle); HDV (heavy duty vehicle).

FIGURE 1: Project Vicinity Map

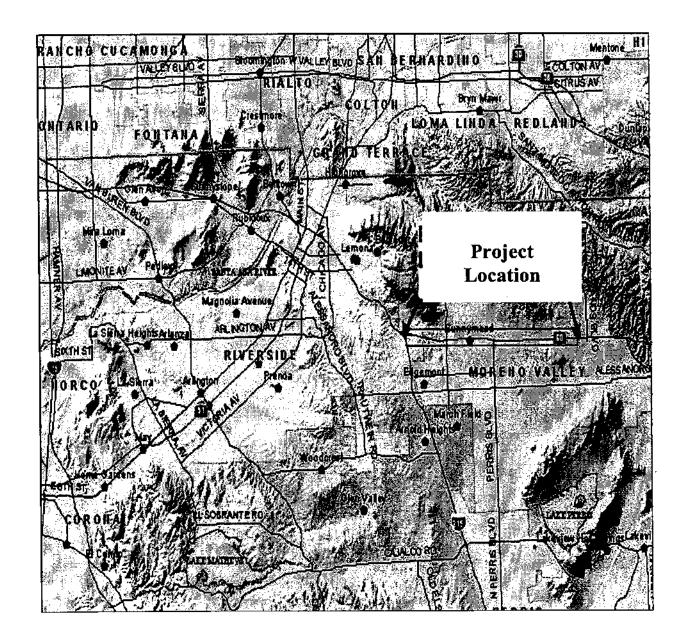
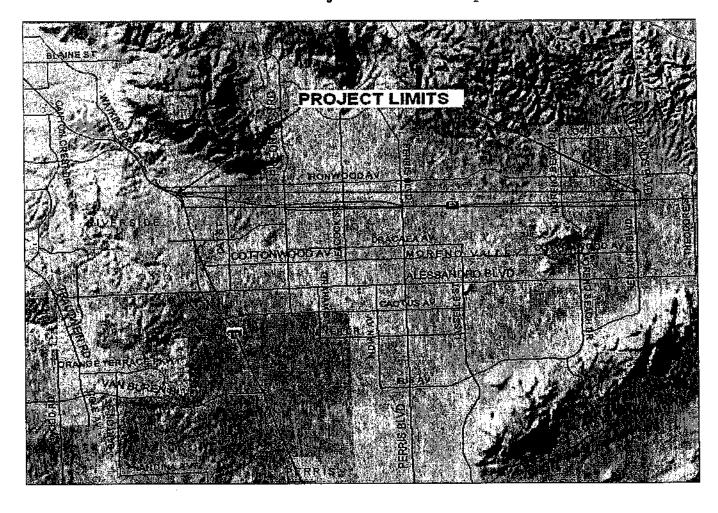


FIGURE 2: Project Location Map



### **Summary of SR-60 HOV Lane TCM Replacement**

The purpose of this TCM replacement is to substitute an existing full-time HOV project on State Route 60 in Moreno Valley with a part-time HOV project. The conversion will be for a period of three years at which time it will revert back to a full-time HOV.

- SCAG Review and Adoption. The replacement TCM will be presented to SCAG's Transportation and Communications Committee in the form of a RTIP Amendment supported by emissions modeling and a conformity finding for its recommendation. The meetings will be publicly noticed. A 30-day public comment period and public hearing is included.
- Interagency Consultation. Interagency Consultation is occurring at SCAG's publicly noticed Transportation Conformity Working Group meeting on November 28, 2006.
- Equivalent Emission Reductions. The part-time HOV project virtually shows no significant difference in emissions from the existing full-time HOV for ROG, NOx, CO AND PM10 as supported with emission model runs.
- Similar Geographic Area. The replacement project in the City of Moreno Valley serves and provides accessibility in the same corridor as the original TCM.
- Full Funding. The \$35,000 replacement project will be funded with Minor State Cash.
- **Time Frame.** The replacement project (the part-time HOV) will be completed and in operation by June 2007.
- Legal Authority. Caltrans has full legal authority to construct and operate the replacement project.
- Implementation Commitment. The replacement project will be added to the RTIP through a formal amendment to be approved by SCAG's Regional Council.
- AQMP Consistency Methodology. The methodology for analyzing emissions used AQMP - consistent assumptions and modeling techniques.
- Latest Planning Assumptions. Technical analysis of the replacement project was based on EMFAC2002 emission factors version V2.2. The emissions estimation is for the year 2007.

Transportation Cont	Transportation Control Measure (TCM) Under Review: Existing F	Review: Existing Full-time HOV Lane Project in	
South Co		liverside County)	Date of TCM Substitution Receipt by EPA: date
	Reviewers: Name	Date:	
Transportation Re	Transportation Review Criteria From Clean Air Act section 176(c)	is Criterion Satisfied?	Reference in SIP Document/ Comments
176(c)(8)(A)(i)	The substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced;	<b>*</b>	Part-Time HOV lane project has been substituted for the existing full-time HOV lane on SR-60 in the City of Moreno Valley. The part-time HOV lane project provides equivalent reductions for ROG, NOx, CO, and PM10 as supported with emission model runs. The methodology for analyzing emissions used assumptions and modeling techniques consistent with those used in the SIP, with EMFAC2002.
176(c)(8)(A)(ii)	The substitute control measures are implemented in accordance with a schedule that is consistent with the schedule for control measures in the implementation plan;	٨	The replacement project (part-time HOV) will be completed and in operation by June 2007. The replacement project in the City of Moreno Valley serves and provides accessibility in the same corridor as the original TCM (full-time HOV).
176(c)(8)(A)(iii)	The substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;	<b>,</b>	Caltrans has full legal authority to construct and operate the replacement project. The \$35,000 replacement project will be funded with Minor State Cash. The replacement project will be monitored annually through TCM Timely Implementation Reports that SCAG submits to FHWA.
176(c)(8)(A)(iv)(l)	The substitute and additional control measures were developed through a collaborative process that included participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies):	<b>*</b>	Interagency consultation occured at SCAG's publicly noticed Transportation Conformity Working Group Meeting on November 28, 2006. Members of the Conformity Working Group include: EPA, FHWA, FTA, CARB, Caltrans, the South Coast Air Quality Maragement District, and the Riverside County Transportation Commission.
176(c)(8)(A)(ll)	The substitute and additional control measures were developed through a collaborative process that included consultation with the Administrator;	Y	EPA was included in the area's Conformity Working Group process.
176(c)(8)(A)(lll)	The substitute and additional control measures were developed through a collaborative process that included reasonable public notice and opportunity for comment; and	, , ,	The replacement TCM was presented to SCAG's Transportation and Communications Committee in the form of an RTiP Amendment supported by emissions modeling and a conformity finding for its recommendation on date, with SCAG Regional Council action on date. These meetings were publicly noticed. A 30-day public comment period and public hearing was included.
176(c)(8)(A)(v)	The metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.	<b>&gt;</b>	The replacement TCM was adopted, in the form of an RTIP Amendment, by SCAG's Regional Council on date. The California Air Resources Board concurred with the substitution.

## REPORT

DATE:

January 4, 2007

TO:

**Energy and Environment Committee** 

FROM:

Jessica Kirchner, Associate Regional Planner, (213) 236-1983,

kirchner@scag.ca.gov

SUBJECT:

Regional Comprehensive Plan Open Space and Habitat Chapter

[wau]

**EXECUTIVE DIRECTOR'S APPROVAL:** 

## RECOMMENDED ACTION:

Release the preliminary outcomes for the Open Space and Habitat Chapter of the RCP for review and input, and direct staff to perform technical refinements.

#### BACKGROUND:

The development of the RCP has proceeded through several stages, including process design and approach, policy compilation and review and development of preliminary action plans. The process calls for the crafting of specific quantified performance outcomes as a central feature in each chapter. Subsequent to defining the outcomes, the planning process will focus on developing strategies to assure that the outcomes are achieved.

The RCP Task Force at its December meeting recommended approval for the preliminary outcomes described in the attachment. Pending action from the EEC, staff will seek further input from cities, counties, subregions and other regions, and various other stakeholders and experts on whether these outcomes are appropriate, achievable, and a good representation of the policy priorities of the region.

Outcomes at this stage should be viewed as preliminary, and refinements will continue to be made based on input from stakeholders and based on technical considerations. Further, at the point when outcomes are developed for all chapters, staff will work with the Task Force to integrate outcomes and strategies across multiple plan topics.

Staff will present refinements to the outcomes and strategy along with the final draft of the chapter in approximately six months. The final RCP is scheduled to be adopted along with the Regional Transportation Plan (RTP) in December 2007.

#### FISCAL IMPACT:

Work performed for the RCP is included in the current year Overall Work Program (07-035.SCGS1). Additional work on the open space chapter is being performed by a consultant (07-035.SCGC1).

Attachment: Performance outcomes and strategy

# REPORT

Reviewed

by:

Division Manager

Reviewed

by:

Department Director

Reviewed

by:

Chief Findncial Officer

#### REGIONAL COMPREHENSIVE PLAN

#### Open Space and Habitat Chapter

December 2006

#### Performance Outcomes and Strategy - Initial Proposal

**DESCRIPTION**: The overall purpose of the Open Space and Habitat Chapter is to establish performance outcomes and an action plan – including measurable performance criteria for the protection of open space and habitat resources in Southern California. For purposes of this report "open space" is divided into three focus areas:

Natural open space - areas with regionally unique or threatened biological resources, large contiguous blocks of natural open space and areas that link large blocks of natural open space.

Community open space – recreation areas that function as regional facilities, open space that serves the daily needs or defines the character of local neighborhoods, and open space that connects or buffers land used in developed areas.

Agricultural lands – prime farmlands, lands covered by the Williamson Act, agricultural lands that function as buffers or linkages to natural open space and agricultural lands that are important components of community open space. Also all lands that currently have a General Plan Agricultural designation or have a designation that allows specific types of agricultural activities

SCAG will identify and categorize lands within the SCAG region according to the following types listed above. As part of the Land Use and Housing chapter additional lands will be designated as various types of "urban."

#### PERFORMANCE OUTCOMES

- 1. **Outcome:** Protection of natural open space areas identified as regionally important.
  - a) Description: Inventory existing open space plans and programs to determine amount of natural open space under protection. Prioritize areas for protection.
  - b) Initial Proposed Quantified Outcome: reduction in the rate of loss of natural open space, percentage of regionally important areas preserved
  - c) Data considerations: will utilize a combination of SCAG data sets and data acquired by the consultant, requires identification of baseline, measures the rate at which open space loss occurs. Factors for the prioritization of natural open space include biological value (type and condition). Factors for prioritization of community open space include accessibility, regional importance, population served and uniqueness. The study will also evaluate habitat connectivity, ccosystem viability and potential risks and opportunities.

- 2. Outcome: Increase community open space in urban areas.
  - a) Description: Requires designation of "urban" parts of the region, cataloguing of infill areas and community open space
  - b) Initial Proposed Quantified Outcome: Increase in acres of community open space per 1,000 residents, increase in number of Compass partner cities using proposed design standards for open space to be included in infill/urban development
  - c) Data Consideration: need to develop baseline for ratio, determine the types of community open space to include.
- 3. Outcome: Preservation of agricultural lands
  - a) Description: Identify agricultural lands as defined above; evaluate existing conservation programs and incentives
  - b) Initial Proposed Quantified Outcome: Reduction in rate at which agricultural acres are converted to non agricultural uses (with particular consideration of urban development), percentage of Williamson Act acres in renewal/nonrenewal.
  - c) Data considerations: need to determine rate of agricultural conversion and percentage rate reduction.

#### **PROPOSED STRATEGIES:**

Activities/Plan provisions – The above-proposed outcomes will be achieved by the application of a strategy involving the following actions. Through the development of the chapter, SCAG will establish the necessary levels of implementation action to achieve the specified outcomes.

#### Provide programmatic incentives for implementation, including finance

SCAG's open space program will seek to find mechanism for incorporating open space generally, and mitigation considerations specifically, into SCAG's ongoing planning work. In addition, SCAG will identify resources to direct toward local agencies that choose to implement the provisions of this plan. Programmatic incentives include strengthened Intergovernmental Review (IGR), CEQA reform and/or General Plan consistency. Resources will include funds identified in the current state infrastructure bonds for regional planning incentives. In addition, SCAG will propose various new innovative finance mechanisms for this purpose such as benefit assessment districts, conservation tax credits, SAFETEA-LU (and other federal fund sources), Purchase-of-development rights, public private partnerships. Additional local funding mechanisms will be explored.

Land use and urban design standards (for community/infill development) SCAG will develop a set of simple, broadly applicable standards for various types of urban development consistent with the 2% strategy. These standards will focus on

walkability, pedestrian friendliness, multi-modal systems and access to and inclusion of open space in urban areas. Strategies for including and increasing community open space will be a component of these design standards.

#### **Implement 2% Strategy**

SCAG will continue working with individual jurisdictions to collaborate on planning and development of key strategic growth areas identified in the 2% strategy.

#### Interconnections

It is important to note that the open space program is related to many subjects in the RCP. Below is a preliminary list of possible interconnections staff plans to pursue:

- Water multi benefit, prop funding opportunities
- Land Use/Housing smart growth, green buildings
- Energy green roofs, community gardens, food security
- Air Quality urban forestry
- Environmental Justice park access in low income areas
- Solid Waste green waste, agricultural waste, forestry waste

#### REPORT

DATE:

January 4, 2007

TO:

Community, Economic, & Human Development Committee (CEHD)

Energy & Environment Committee (EEC)

Transportation & Communication Committee (TCC)

FROM:

Barbara Dove, Government Affairs, 213 236-1861, dove@scag.ca.gov

SUBJECT:

2007 Regional Champion Nominations

**EXECUTIVE DIRECTOR'S APPROVAL:** 

Mud Foam

#### RECOMMENDED ACTION:

Nominate candidates for your policy committee's 2007 Regional Champion.

#### **BACKGROUND:**

The nomination process is now open for selecting SCAG's 2007 Regional Champions. These awards are to acknowledge individual(s) who perform exemplary service to the Region. Each of SCAG's three policy committees is asked to nominate members of the regional community who are worthy of such recognition. Candidates should be civilians, not elected officials or public servants performing their regular jobs. Candidates should be individuals who go "above and beyond" to serve our Region. The Communication & Membership Subcommittee also has an award to bestow in recognizing service to the Region in the area of communication and media.

Further discussion of nominations and selection of Regional Champions will be scheduled for your next policy committee meeting. Please submit nominations to your committee staff. For your convenience, a nomination form is attached. Should you have any questions, please contact Barbara Dove at 213 236-1861 or <a href="mailto:dove@scag.ca.gov">dove@scag.ca.gov</a>.

#### FISCAL IMPACT:

There is no fiscal impact.

Reviewed by:

Division Manager

Reviewed by:

Department Director

Reviewed by:

Chief Financial Officer

#### 2007 REGIONAL CHAMPION AWARD

#### NOMINATION FORM

Nominee's Name	·	·	· · · · · · · · · · · · · · · · · · ·	
Phone				
Address				
Employed by				
Profession				
Community and civic as				
Brief description of accomp				
Please write a short summa regionalism	ary of how th	nis person has c	ontributed to the o	concept of
Major publications, awards,			organ has reached	
			erson nas receive	
Submitter's Name				<u> </u>
Phone #				
	CEHD	EEC	TCC	
Mail to:				
Barbara Dove SCAG 818 West 7 <sup>th</sup> Street				
Los Angeles, CA 90017 Or Email to dove@sc	ag.ca gov	Or Fay to 3	213 236-1964	

BD # 130279

#### MEMO

DATE:

January 4, 2007

TO:

Energy & Environment Committee

Transportation & Communication Committee

FROM:

Jonathan Nadler, Program Manager, (213)236-1884, nadler@scag.ca.gov

SUBJECT:

AB32: California Global Warming Solutions Act of 2006

#### **BACKGROUND:**

As a follow-up to last month's presentation on AB32: California Global Warming Solutions Act of 2006, a representative from the California Air Resources Board (CARB) will provide an overview of CARB's efforts to implement AB32.

#### FISCAL IMPACT:

Work associated with this task is included in the current year overall work program (07-025.SCGS1)

Attachment: Presentation

Reviewed by:

Division Manager

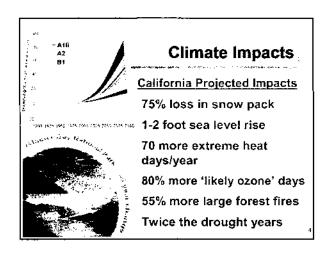
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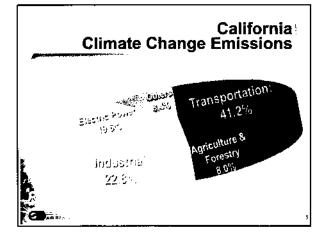
Department Director

Reviewed by:

Chief Financial Officer

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AB 32: The California Global Warming Solutions Act of 2006	
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# Greenhouse gas reduction targets Reduce to 2000 levels by 2010\* Reduce to 1990 levels by 2020\*\* Reduce to 80% below 1990 levels by 2050 Equals approximately 60 million tons emission reduction, 11% below business as usual reduction, 30% below business as usual

#### **Governor's Executive Orders**

Executive Order \$-17-06 signed on October 16, 2006

Cal/EPA Secretary continues leadership role



Secretary to establish Market Advisory Committee

ARB to collaborate with Secretary and Climate Action Team to develop market-based program

#### Climate Action Team

Multi-agency team of Department Directors

Chaired by Cal/EPA Secretary

Charged with recommending strategies

#### Report released April 2006

- Ambitious targets are achievable
- More than 40 strategies identified
- Good for the economy (jobs, technology development)



#### **Global Activity**

**Kyoto Protocol** 

Tony Blair agreement

Europe

Japan

**Emerging Countries** 

RGGI

Western States

# AB 32

#### AB 32 Approach

Sets in statute Governor's 2020 target



ARB is state agency charged with monitoring/regulating sources of emissions of greenhouse gases in order to reduce emissions

Climate Action Team continues to coordinate statewide climate policy

#### AB 32 Timeline

	The state of the s
1/1/07:	ARB maintains statewide inventory
6/30/07:	List of discrete early actions
1/1/08:	Mandatory reporting of emissions Adopt 1990 baseline/2020 target
1/1/09:	Scoping plan of reduction strategies
1/1/10:	Regulations to implement early action items
1/1/11:	Regulations to implement scoping plan

#### **Discrete Early Actions:**

Stand-alone measures that can be implemented prior to primary program

- Make progress while planning
- Achieve reductions that make sense even given later market- based program

Publish list by June 30, 2007

Regulations to be enforceable by January 1, 2010



<b>Emission</b>	Repor	rting a	and
	Emiss	ion Li	mit

By January 1, 2008:





Adopt emission reporting and verification requirements

#### Scoping Plan

- ARB to develop by January 1, 2009
- Describes how ARB will achieve reductions
  - ate
- Direct measures
- •Market-based compliance
- ·Potential incentives

#### Scoping Plan (continued)

 Must achieve maximum technologically feasible and cost effective reductions



 ARB must consult with CEC and PUC on energy matters

Must consider programs in other states and nations

l6

#### Scoping Plan (continued)

 Must evaluate total potential costs and benefits of plan to economy, environment and public health



Must take into account relative contribution of source or source categories

17

# Other State Agency Obligations

- Continued Role on Climate Action Team
- Progress towards reductions in Climate Action Team report
  - Collaboration with ARB on Market-Based System

Market-B

18

## Senate Bill 1368: GHG Performance Standard

PUC and Energy Commission to establish emission performance standards which are:



"...no higher than the rate of emissions of greenhouse gases for combined-cycle natural gas baseload generation..."

19

#### **Market-Based Mechanisms**

#### What is included:

- System of market-based declining annual aggregate emission limits
- GHG emissions exchanges, banking, credits, and other transactions that result in the same reduction as direct compliance

Intended to facilitate achievement of cost-effective reductions

20

#### Market-Based Mechanisms

Reductions must be real, quantifiable, verifiable, additional, enforceable by ARB



ARB must consult with PUC regarding effect on electricity and natural gas providers

Must minimize "leakage"

No geographic boundaries

21

#### Market-Based Mechanisms,

Consider potential for localized impacts



Prevent increases in criteria pollutants or toxic air contaminants

Maximize additional environmental and economic benefits

Criteria for Rulemaking

Design regulations to be equitable, minimize cost, encourage early action

No disproportionate impact on low-income communities



Credit for early voluntary reductions

Complement criteria pollutant strategies

#### Criteria for Rulemaking

Consider cost-effectiveness

Consider overall societal benefits



Minimize administrative burden

Consider significance of sources and source categories

44

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#### Other Provisions:

No effect on PUC authority

No effect on obligation of utilities to provide customers with safe and reliable electric service



No limitation or expansion of air district authority

ARB given fee authority

#### Other Provisions

GHG passenger vehicle regulation gives largest reduction of any measure



If regulation found invalid, ARB to achieve equivalent or greater reduction through alternative regulations to control mobile sources

Goals

Create model that is copied by other states and nations Develop least cost approach Generate economic benefits due to improved efficiency and business creation



Co-benefits (e.g., additional reductions in criteria and toxic emissions)

Reduce emissions to 1990 levels by 2020

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# Implementation Implementation Assembling team (existing and new staff hires, external experts) Open, transparent process Intensive consultation - Cal/EPA - Climate Action Team National and international experts Broad list of stakeholders Implementation Governor's Market Advisory Committee ARB Advisory Committees - Environmental Justice Economic and Technology Advancement Compatibility with other jurisdictions Need to look outward

# **Summary** Summary | Major initiative with new responsibilities Significant progress on reducing GHG Emissions Develop model program others will use Market-based mechanism is key element Summary: Local, state, national, and international stakeholder participation Numerous requirements for next several years Assembling team and reaching out to experts Efforts should not take away from other ARB goals and priorities.

#### For More Information

#### ARB Climate Change web page

http://www.arb.ca.gov/cc/cc.htm
List serve—provides notification of document posting and coming events



Chuck Shulock 916-322-6964 cshulock@arb.ca.gov

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### MEMO

DATE:

January 4, 2007

TO:

**Energy and Environment Committee** 

FROM:

Jennifer Brost Sarnecki, AICP, Associate Regional Planner, (213) 236-1829,

samecki@scag.ca.gov

SUBJECT:

Local Government Sustainable Energy Coalition

#### **BACKGROUND:**

Howard Choy, from the Los Angeles County Energy Management Division, will present information on the Local Government Sustainable Energy Coalition. The Coalition is an association of California public entities formed to share information and resources to strengthen and leverage their communities' commitments to a sustainable energy future — a future that provides for essential energy resources, restrains energy demand, increases energy efficiency and renewable energy production, and improves energy security and reliability, while enhancing environmental values and community well-being.

Local governments are increasingly aware of the critical roles that energy plays in building and maintaining sustainable communities. The Coalition is an effort to increase the influence of local governments on the impacts, availability, and reliability of future energy use in California by speaking with one voice at regional, state, and federal venues.

The Local Government Sustainable Energy Coalition could also provide a foundation for planning and action to secure a sustainable energy future for our communities and the larger regions they comprise. One area where local governments could get involved is the policy implementation of AB 32 (Global Warming Solutions Act). AB 32 may impact a variety of local government operations including:

- Utility rates
- · Energy efficiency programs
- · Alternative fuels standards
- Landfill gas use
- · Building efficiency standards/codes
- Water efficiency programs
- Smart land use
- Transportation efficiency

#### FISCAL IMPACT:

The review of the Local Government Sustainable Energy Coalition is covered under the Environmental Planning Staff work element 07-020.SCGS1.



# M E M O

Reviewed by:

Division Manager

Reviewed by:

Department Director

Reviewed by:

Chief Financial Officer